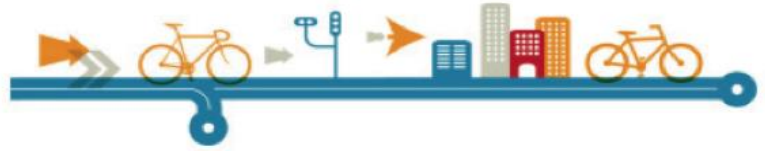




BICYCLE FRIENDLY COMMUNITY FEEDBACK



HARRISONBURG, VA

Fall 2015

Our Bicycle Friendly Community review panel was very pleased to see the current efforts and dedication to make Harrisonburg a safe, comfortable and convenient place to bicycle.

Below, reviewers provided recommendations to help you further promote bicycling in Harrisonburg. **Key recommendations are highlighted in bold.** Underlined phrases are links to further information and resources online.

We strongly encourage you to use this feedback to build on your momentum and improve your community for bicyclists.

There may also be initiatives, programs, and facilities that are not mentioned here that would benefit your bicycling culture, so please continue to try new things to increase your ridership, safety, and awareness.

The cost of bicycle facilities and possible funding options are discussed on the last page of this report.

RECOMMENDATIONS

Engineering

Adopt a Complete Streets policy and offer implementation guidance. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to

enable safe access for *all users*, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists – making your community a more desirable place to live and do business.

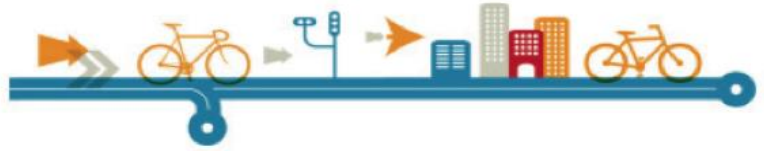
Adopt bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume.

Expand the bike network, especially along arterials, through the use of different types of bicycle facilities. On roads where automobile speeds regularly exceed 35 mph, it is recommended to provide protected bicycle infrastructure such as protected bike lanes/cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths (in low density areas). Note that shared lane markings should only be used on low speed roads. On-street improvements coupled with the expansion of the off-street system will encourage more people to cycle and will improve safety. Ensure smooth transitions for bicyclists between the local and regional trail network, and the street network. These improvements will also increase the effectiveness of encouragement efforts by providing a broader range of facility choices for users of various abilities and comfort levels.

Local reviewers expressed some dissatisfaction with the design, quality, and maintenance of on and off-street bicycle facilities and road surfaces. Consider ways



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to better integrate maintenance for bicycle facilities into general road maintenance. In addition, local reviewers believe that the on and off-street bicycle network could be better connected.

Continue to increase the amount of high quality bicycle parking throughout the community.

Ensure that people arriving by bicycle have a secure and legal place to lock their bikes at popular destinations. Increasing and improving bicycle parking should also include increasing the diversity of bicycle parking types, particularly to accommodate long-term and short-term parking at transit and commercial districts.

Regulations that require bike parking for major renovations of existing developments can secure private funding. Consider including provisions for assessing bike parking in communities that aren't currently slated for development or revitalization. See [this model bicycle parking ordinance](#) for guidance.

Education

Continue efforts to make bicycle-safety education a routine part of primary and secondary education, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Particularly as students learn to drive cars; it is important that they continue to learn about safe bicycling practices and how to safely share the road as drivers. **Work with your local bicycle groups or interested parents to expand the Safe Routes to School program to all schools.** Click [here](#) for an

exemplary bicycle safety curriculum designed for fourth and fifth grade students. For more information on Safe Routes to School, see the [National Highway Traffic Safety Administration's Safe Routes To School Toolkit](#) or visit www.saferoutesinfo.org.

Offer regular bicycling skills training opportunities for adults or encourage your local bicycle advocacy group or bike shop to help. There are options from [short videos](#) and 1-2 hour courses to more in-depth training incorporating in-classroom and on-bike instruction. Other education materials, such as the League [Quick Guide](#), offer the opportunity to share bike education in an easily accessible format. For more information visit: <http://bikeleague.org/ridesmart>.

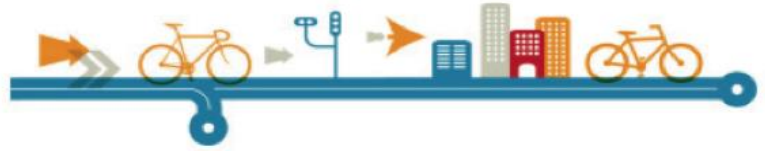
Ensure that there are bicycle education opportunities specifically for seniors, non-English speakers, and other specific demographic groups. By specifically targeting education opportunities to certain groups you can ensure that those groups are better reached and their specific concerns are addressed by the curriculum.

Encouragement

Partner with local bicycle advocacy groups to expand encouragement efforts during Bike Month. Host, sponsor and encourage a greater variety of bicycle-themed community events, campaigns and programs. Increase your efforts on Bike to Work Day and Bike to



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School Day. Ensure to widely advertise all bicycle-themed community events and programs. For ideas and more information, visit <http://bikeleague.org/bikemonth>.

Consider offering a ‘Ciclovía’ or Open Streets type event, closing off a major corridor to auto traffic and offering the space to cyclists and pedestrians. See Open Streets in action. This event can also be a great place to engage people about improvements they would like in their community and barriers to biking more often that they experience.

Consider the feasibility of a bike share system that is open to the public, in partnership with James Madison University and Eastern Mennonite University. Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike and to bridge the “last mile” between public transit and destinations. Learn more about bike share in the [United States](#) and current efforts to make bike share [more equitable](#).

Enforcement

Ensure that law enforcement officers who are not certified or trained as bicycle patrol officers nevertheless have basic training or experience with bicycling in your community in order to foster great interactions between bicyclists and police officers.

Work with law enforcement to ensure that enforcement activities are targeted at

motorist infractions most likely to lead to crashes, injuries and fatalities among bicyclists. Traffic enforcement activities should be data-based and responsive to behaviors that have been observed to lead to crashes, injuries, and fatalities.

Consider expanding bicycle patrol programs for your community.

Bicycles can increase interaction between police officers and the community and allow police and other public safety personnel increased mobility at events or in urban areas.

Evaluation & Planning

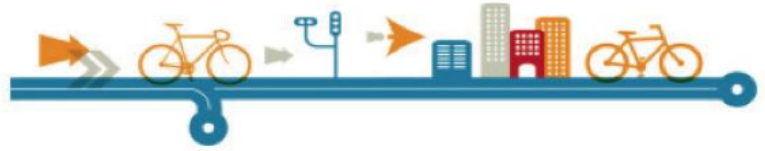
Update and implement your 2010 bicycle plan to ensure that state-of-the-art bicycle facilities are included, and that infrastructure planning is complemented with encouragement, education, and enforcement programs to increase usage. Use your current plan as a guide to identify needs as roads are repaved with bond revenues, but ensure that newer bicycle facilities types are considered for inclusion on corridors identified in the existing bike plan.

Track the amount of the transportation budget spent on bicycling and walking improvements, and other types of transportation improvements. Better data on how transportation funds are spent may make it easier for the community to understand historic levels of investments in certain modes and the relative cost of various transportation improvements.

Local reviewers suggested that minority and low-income



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communities could be more effectively included in the community decision-making process.

Conduct community-wide research on bicycle usage and indicators of potential usage to more efficiently distribute resources according to current and latent demand. Conduct at least yearly counts on roads and trails, count parked bicycles at schools and transit stations (if applicable), or conduct a statistically relevant community bicycle survey. The [National Bicycle and Pedestrian Documentation Project](#) is a good resource for manual counts.

Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress.

Expanding the City staff time focused on bicycle projects would help in scaling up your BFC efforts. Consider hiring a Bicycle Program Manager or Bicycle & Pedestrian Program Manager. This staff person should spend more time on reviewing development proposals to ensure that local bicycle/pedestrian requirements are incorporated and to assess bicycling and walking impacts, developing and implementing educational and promotional programs, writing grant proposals, serving as the public contact for bicycling/walking inquiries and complaints, educating other staff about state and federal facilities standards and guidelines, and coordinating with neighboring cities, transit agencies and other departments to implement policies and projects. See [this report](#) on the

importance of Bicycle & Pedestrian program staff.

COSTS AND FUNDING OPTIONS

Costs

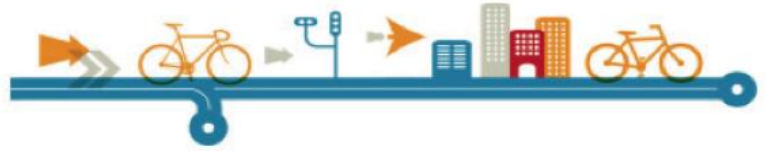
Building a new roadway for motor vehicles can cost millions of dollars to construct, and many of the pedestrian and bicycle infrastructure facilities are extremely low-cost in comparison. Use [this database](#) to review up-to-date estimates of infrastructure costs of pedestrian and bicycle treatments from states and cities across the country.

Federal Funding

Since 1992 bicycle and pedestrian projects have been eligible for federal transportation funding. To learn more about what federal funds are available for bicycle projects, use Advocacy Advance's interactive [Find it, Fund it tool](#) to search for eligible funding programs by bike/ped project type or review the same information as a PDF [here](#).

State Funding

Biking and walking dollars aren't only available from the federal government. States can also have their own revenue sources that can be used to fund active transportation. Use [this report](#) and an [online tool](#) to explore your state's funding sources for bicycle and pedestrian improvements.



Resources and Support